

Entertainments.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

OPEN

EVERY EVENING,

ENTHUSIASTIC AND DECIDED SUCCESS OF OUR SECOND PROGRAMME.

OUR FIRST ONE GOOD, BUT THIS STILL BETTER.

L. VALAZIE'S WIRE PERFORMANCE IS ALONE WORTH THE ADMISSION MONEY.

TO-MORROW AFTERNOON, 30th November, 1889, GRAND MATINEE.

Doors open at 2.30, commencing at 3 p.m. Children Half-price to all parts of the House. Annals in care of Children to Chairs 50 Cents.

Prices of Admission:

Boxes of 6 Chairs	\$12.00
Single Seats Boxes	2.00
Dress Circle Chairs	2.00
Stalls, Carpeted Seats	1.00
Pit	0.30
Children under 12	Half-price

Soldiers and Sailors in uniform to Pit 25 Cents; Half-price to all other parts except the Boxes.

Seats and Boxes can be reserved at KELLY & WALSH, LIMITED.

ROBERT LOVE, General Agent.

Hongkong, November 29, 1889. 2197

To Let.

TO LET.

2ND FLOOR OF HOUSE, No. 64, and GROUND FLOOR OF HOUSE No. 68, QUEEN'S ROAD CENTRAL.

Apply to LAI HING & Co., No. 153, Queen's Road Central.

Hongkong, July 2, 1889. 1267

TO LET (FURNISHED.)

FOR Six or Seven Months from 1st Proximo, that desirable Winter Residence known as "TEKKA VERTE," on the Upper Brockton Road. Water and Gas laid on. Grass Tennis Court.

For Terms, apply to H. SHEPPARD.

Hongkong, September 27, 1889. 1875

TO LET.

HOUSE No. 2, "SMITH'S VILLAS," Magazine Gap, a spacious Five Roomed House, with Basement and Out-house. Excellent view. Expected to be ready 1st August next.

Apply to F. BLACKHEAD & Co.

Hongkong, July 2, 1889. 1284

TO LET.

ROOMS in "COLLEGE CHAMBERS," Apply to DAVID SASSOON, SONS & Co.

Hongkong, November 23, 1889. 632

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

B. P. CHERRY, American ship, Capt. B. E. Humphreys, Order.

BRISBANE, Italian steamer, Captain V. C. Federico, Carlowitz & Co.

DARIN, British barque, Captain Edw. Finlayson, Chinese.

NELLIE M. STARR, American barquentine, Capt. Julia C. Teisler, Captain.

PERSHAW, British barque, Captain John Inokay, Glibb, Livingston & Co.

SAX MEDELL, British barque, Capt. D. Gower, Captain.

VALMYRIAN, British barque, Captain J. Baikie, Chong Woo.

To-day's Advertisements.

THE HONGKONG MARINA, LIMITED.

TENDERS are invited for the COMPLETION of the SUPERSTRUCTURE of the COMPANY'S VESSEL, now moored at YAU-MAT.

Tenders under Sealed Cover marked "Tenders for the Marina," to be sent on or before the 10th DECEMBER to the Under-Signed, where Plans, Form of Tender, and orders to view can be obtained.

W. ST. JOHN H. HANCOCK, G.E., 3, Beaconfield Arcade.

Hongkong, November 29, 1889. 2260

NAVIGAZIONE GENERALE ITALIANA (RIONO & RUBINSTEIN UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY, Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADELAIDE, LEVANTINE and SOUTH AMERICAN Ports, up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship "Blignio," Captain VALLE, will be despatched as above on THURSDAY, the 30th December, at Noon, at BOMBAY the Steamers are discharging at Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, November 29, 1889. 2259

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Andromeda," Captain GRANT, will be despatched as above on Daylight TO-MORROW, the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1889. 2208

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Canton," Captain HOOT, will be despatched as above TO-MORROW, the 30th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, November 29, 1889. 2261

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship "Ulysses," Captain BOWEN, will be despatched as above on TUESDAY, the 3rd Proximo.

Passengers for Europe desiring to proceed OVERLAND, can, on application to the Under-Signed, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1889. 2256

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE AND YOKOHAMA. The Co.'s Steamship "Kaituma," Captain G. L. CASTLE, Commander, will be despatched for the above Ports on or about the 3rd Proximo.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, November 29, 1889. 2255

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship "Telemaque," Captain JONES, will be despatched as above on WEDNESDAY, the 4th Proximo.

Passengers for Europe desiring to proceed OVERLAND, can, on application to the Under-Signed, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1889. 2257

COMPAGNIE DES MESSAGERIES MARITIMES.

L'AUQUET POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA. The Co.'s Steamship "Saghalien," Captain W. M. SMITH, will be despatched as above on TUESDAY, the 4th Proximo.

This Vessel offers exceptional advantages for First-Class Passengers.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1889. 2227

THE STEAMSHIP "Arabie," Captain W. M. SMITH, will be despatched as above on TUESDAY, the 4th Proximo.

This Vessel offers exceptional advantages for First-Class Passengers.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1889. 2227

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

GEHRIGS TEETHING NECKLACES, BLACK, BLUE AND RED.

THIS simple appliance has gained great confidence and popularity with all who have used it during the critical and trying "TEETHING TIME" of children. It does away with the necessity for Soothing Syrup and promotes painless and rapid dentition.

FOODS FOR INFANTS AND INVALIDS. NESTLE'S MILK FOOD. RIDGE'S PATENT COOKED FOOD. MELLIN'S FOOD.

ALL AT VERY MODERATE RATES. FEEDING BOTTLES AND FITTINGS, all patterns. TEETHING RINGS AND PADS.

EVERY REQUISITE FOR THE NURSERY AND SICKROOM.

Hongkong, November 29, 1889. 2231

Business Notices.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

For Balls, Dinners & Evening Parties.

A Splendid Assortment of SUKDE, FRENCH KID, and SILK GLOVES in all the most FASHIONABLE EVENING SHAPES; all lengths up to 20-buttons.

Satin Slips in WHITE, CREAM, PINK, SEY BLUE, OLD-GOLD, CARDINAL and BROWN; all sizes.

BROOCHES and MOIRE SILKS, SATINS, and PONGEES, PEARL NETS, and TRIMMINGS, TULLIES, GAUZZES, WOOL, WILLES, ORIENTAL CLOAKS and HOODS, GAUZZE and SATIN FANS, RIBBONS, LACES, FRILLINGS, &c., &c.

EVENING COSTUMES. MADE TO ORDER under the personal supervision of an experienced DRESSMAKER and a perfect fit guaranteed.

THE HALL & HOLTZ CO-OPERATIVE LTD. Hongkong, November 21, 1889. 2200

SHARE LIST—QUOTATIONS—NOVEMBER 29, 1889.

Stocks	No. of Shares	Value	Paid-up	Closing Quotations, Cash
Hongkong and Shanghai Bank Corp.	60,000	\$ 125	all	184
Marine Insurance Co., Ltd.	10,000	\$ 250	50	2130
Canton Insurance Co., Ltd.	10,000	\$ 33.33	25	\$72, buyers
China Traders' Insurance Co., Ltd.	1,000	\$ 1,000	200	\$150, nominal
North-China Insurance Co., Ltd.	1,000	\$ 1,000	50	\$150, nominal
Strait Insurance Co., Ltd.	30,000	\$ 103	20	\$23
Union Assurance Society Co., Ltd.	10,000	\$ 250	25	\$103, ex div.
Yongtze Insurance Association, Ltd.	8,000	\$ 25	all	\$1.90
China Fire Insurance Co., Ltd.	20,000	\$ 100	20	\$35
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	50	\$352
Strait Fire Insurance Co., Ltd.	20,000	\$ 100	20	\$316
Fire and Marine Insurance Co., Ltd.	40,000	\$ 100	20	\$15, nom.
H'kong & Whampoa Dock Co.	12,500	\$ 125	all	64 1/2 prem.
China & Malacca S. S. Co., Ltd.	3,500	\$ 5	all	\$102
Douglas Steamship Co., Limited	20,000	\$ 50	all	\$65
H. O. A. S. S. S. Co., Ltd.	80,000	\$ 20	all	\$42, buyers
Indo-China S. S. Co., Ltd.	60,000	\$ 10	all	15 1/2, dis., buyers
Steam Launch Company, Limited	2,000	\$ 5	30	nominal
China Sugar Company, Limited	15,000	\$ 100	all	\$204, cash
Leason Sugar Co., Ltd.	7,000	\$ 10	all	\$70, buyers, cash
H. K. & W. W. & Goddard Co.	20,000	\$ 50	all	\$62, new issue
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	50	\$100, cash
Kowloon Land and Building Co., Ltd.	6,000	\$ 50	30	\$32
Peak Building Company, Ltd.	1,000	\$ 7	10	\$10
Richmond Terrace Building Co., Ltd.	1,000	\$ 100	20	\$10, 20
Shanghai Land Company, Ltd.	12,500	\$ 50	40	\$52, sales
West Point Building Co., Limited	1,000	\$ 100	50	\$200 1/2 prem.
H. K. High-Level Tramways Co., Ltd.	1,200	\$ 100	50	\$200 1/2 prem.
Jelabu Mining & Trading Co., Ltd.	4,500	\$ 5	all	\$6, cash
Punjab & Sindh Tea Saman Mining Co., Ltd.	60,000	\$ 10	all	\$204, cash
Saltana Tin Mining Company, Limited	115,000	\$ 5	all	\$244, cash, buyers
Société Française des Charbonnages du Tonkin	8,000	\$ 50	50	\$500
China Borneo Company, Limited	7,500	\$ 100	50	\$645 nom.
Darvel Bay Trading Company, Ltd.	4,000	\$ 50	50	\$658 nom.
East Borneo Planting Co., Ltd.	4,000	\$ 50	50	\$658 nom.
Labak Planting Company, Limited	5,000	\$ 50	50	\$658 nom.
Songel Koyah Planting Co., Ltd.	5,000	\$ 50	50	\$658 nom.
H. O. Brown & Co., Limited	5,000	\$ 50	all	\$65, buyers
The Lamag Planting Co., Limited	6,000	\$ 50	50	\$2840 nom.
Austin Arms Hotel and Building Company, Limited	4,000	\$ 50	20	\$10 1/2 dis.
Hongkong Island Company, Ltd.	3,000	\$ 100	all	\$210
Peak Hotel & Trading Co., Limited	4,000	\$ 5	10	\$25
Borneo Hotel and Stores Co., Ltd.	1,000	\$ 50	30	\$32 nom., ex div.
DISCOUNTS				
A. S. Watson & Co., Limited	50,000	\$ 1	all	\$22, cash
Crutcher & Co., Limited	1,000	\$ 50	all	par, buyers
H. K. & W. W. & Goddard Co., Limited	1,500	\$ 10	all	\$134, sellers
Hongkong Electric Co., Limited	30,000	\$ 10	10	\$7.12
BRIQUE AND CEMENT				
Green Island Cement Co., Ltd.	20,000	\$ 50	20	\$225
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 25	\$17.50	\$18
A. G. Gordon & Co., Limited	6,000	\$ 25	20	\$20
Campbell, Moore & Co., Limited	1,500	\$ 50	all	\$111
Geo. Farwick & Co., Limited	6,000	\$ 25	20	\$225
Hongkong Dairy Farm Co., Ltd.	6,000	\$ 50	all	\$80, nominal
Hongkong Ice Company, Limited	5,000	\$ 25	all	\$110
H. O. R. P. & Co., Limited	1,000	\$ 50	all	\$105
Marinburg Furniture Co., Ltd.	3,000	\$ 25	20	\$87

LOANS.

Loan	Amount	Value	Interest	Quotation
Guinness	\$1,391,700.14	\$500	8 p. ann.	3 1/2 prem., nominal.
	\$1,394,700.14	\$500	8 p. ann.	5 p. ann.
	Tia. 767.20	Tia. 25	14 p. ann.	14 p. ann.

SHIPPING.

ARRIVALS.

November 28, 1889: Expir. British gunboat, 405, Capt. R. Y. Smith, Shanghai November 21.

November 29: Kwang Kap, Chinese gunboat, from a cruise.

Soochow, British steamer, 326, Macnash, Haiphong November 26, General—Kwong Tai Loons.

Hailong, British steamer, 783, F. Goddard, Taiwan November 26, Amoy 26, and Swatow 28, General—Dover & STEAMSHIP CO.

Buango, Italian steamer, 1,490, Vallo Cav. Federico, Bombay November 8, and Singapore 21, General—CARLOWITZ & Co.

Telemaque, British steamer, 1,380, Henry Jones, Kobe (Japan) November 23, General—Dover & STEAMSHIP CO.

Wanchow, British steamer, 860, Binns, Newchwang November 23, and Chefoo 23, Beans—BUTTERFIELD & SWIRE.

Piccola, German steamer, 873, Th. Nissen, Singapore November 18, and Haiphong 27, General—MICHENS & Co.

Adria, German steamer, 383, W. Wallf, Cebu November 24, General—WILSON & Co.

Propius, British corvette, 1,730, Capt. R. W. White, Swatow November 28.

Kwang Lee, Chinese str., from Whampoa.

Phra Chula Chien Kiao, for Swatow, Peking, for Shanghai.

Choyang, for Singapore.

Canton, for Shanghai.

PASSENGERS.

4 ARRIVED.

Per Soochow, from Haiphong, 1 Chinese.

Per Hailong, from Taiwan, Mr and Mrs Farmer and family, and 150 Chinese.

Per Buango, from Singapore, 110 Chinese.

Per Telemaque, from Kobe: for Singapore, Mrs Smith.

Per Piccola, from Singapore, 100 Chinese.

DEPARTED.

Per Phra Chula Chien Kiao, for Swatow, 200 Chinese.

Per Peking, for Shanghai, 60 Chinese.

Per Choyang, for Singapore, 34 Chinese.

To DEPART.

Per Antenor, for Amoy, 80 Chinese.

Per Sea Witch, for New York, 1 European.

SHIPPING REPORTS.

The British steamer Soochow reports: Left Haiphong on November 26th, had a strong Northerly breeze and overcast sky, with a high tumbling sea to Cape Cami; thence to port, strong monsoon and a high sea.

The British steamer Hailong reports: Taiwan to Amoy, light E.W. to N.W. winds and overcast, with smooth sea. Amoy to Swatow, strong N.E. gale and cloudy, accompanied by high sea. Swatow to Hongkong, light N.E. winds and cloudy weather. Swatow to Amoy, light, strong E. wind, and calm. Swatow to Singapore, Soochow, Taiwan, Sunghien, Yikang, Feiching, Meifoo and Chefoo.

The British steamer Telemaque reports: Experienced fine weather, after leaving Kobe to Van Diemen's Strait, after which the wind increased from E. by S. to a hard gale, with falling barometer and rainy weather, wind then shifted S.W. to N.W. barometer rising, weather improving; continued thick rainy weather down to the Lemnocks. Off the port fine clear weather, while moderate.

The British steamer Wanchow reports: Had fresh S.E. and Easterly winds, from N.E. Freymonty to Beddley, then strong

breeze to fresh gales, with thick rainy weather and high sea to Chapel Island; thence to port, fresh and moderate monsoon, and cloudy weather.

The German steamer Piccola reports: Had fresh E.N.E. wind and sea, from port to port.

The Italian steamer Buango reports: Experienced strong N.E. monsoon until near Hongkong.

The German steamer Adria reports as follows: To-day 9.30 a.m., Lena South N.E.E., we were steering by N. to pass round Lena South point, when the Italian steamer Buango was overhauling us. When she was with her bow on our midship's port side, about 15 to 20 feet off, a man in uniform on the bridge was asking us what we were doing. The Captain of the Adria answered that we were steering our course. A collision was so near that we had to stand by to close our sluices in the bulkheads, when we perceived the Buango stopping her engine and giving starboard helm. A high swell was running at that time.

EXPORT CARGOES.

Per S. S. Agamemnon, sailed 22nd Nov. For London, 17,185 packages. Tea, containing 66,045 lbs. Oolong, 3,087 lbs. Scented Orange Pekoe, 288,267 lbs. Scented Oaper, and 9,960 lbs. Sorts—total 387,360 lbs. Tea, in transit 500 packages. Tea: 378 rolls Matting, 1,040 packages. Preserved Fungus, 14 cases Cocoon, 444 bales Waste Silk, 50 cases Soy, 26 cases Bristles, 3 cases Silks, 44 bales Cases, 32 cases Chinaware, and 52 cases Sundries.

Per S. S. Sachsen, sailed 24th November: For Beyrouth, 8 cases Tea; for New York, 3 boxes Silks, 20 cases Essential Oil, and 16 cases Hats from Manila; for Amsterdam, 13 cases Merchandise; for Smyrna, 20 boxes Essential Oil; for Antwerp/Bremon, Hamburg, 35 boxes Calcutta; for Rotterdam, 149 cases Ginger; for Antwerp, 20 cases Bristles, 73 cases Merchandise, 11 cases Blackwoodware, 1 case Silk, 17 cases Chinaware from Canton, and 16 bales Tobacco from Manila; for Genoa, 36 packages Cases; for Colombo, 15 cases Fire Crackers, 112 cases Preserved, and 500 bags Sugar; for London, 181 cases Essential Oil, 4 bales Hammock and 4 cases Bristles; for Bremen, 70 bales Fishery; for Bremen, 6 cases Sundries, 2 cases Bamboo, 48 cases Tea from Foochow, 2 cases Needles and 2 cases Cigars, from Manila; for Hamburg, 234 packages Cases, 5 cases Ginger, 2 cases Silverware, 31 cases Merchandise and 4 cases Essential Oil.

POST OFFICE NOTICES.

MAILS will close: For SHANGHAI.—Per Preussen, at 9.30 a.m., on Saturday, the 30th inst.

For STRAITS & CALCUTTA.—Per Winyang, at 11.30 a.m., on Saturday, the 30th inst., instead of as previously notified.

For YOKOHAMA AND KOBE.—Per Lingfield, at 11.30 a.m., on Saturday, the 30th inst., instead of as previously notified.

Per Lancet, at 5 p.m., on Saturday, the 30th inst.

For SAIGON.—Per China, at 4.30 p.m., on Saturday, the 30th inst., instead of as previously notified.

For HOIHOW & PAKHOI.—Per Soochow, at 5 p.m., on Saturday, the 30th inst.

For SWATOW, AMOY & FOCHOOW.—Per Hailong, at 5 p.m., on Saturday, the 30th inst.

Quotations.

HONGKONG, November 29.

THE MARITIME CONFERENCE AT
WASHINGTON.

Mr. [unclear] said, while those that should justly be blamed are looked upon as angels of light by the trade! Too many sharp fingers are in the pie, and leave no margin for a fair profit to the producer. That is the real cause of the lamentable state of the trade, and nothing will rescue it but a total change in the present system.

THE MARITIME CONFERENCE AT WASHINGTON.

At a meeting of the Maritime Conference on Oct. 21, committees of seven delegates each on lights and sound signals were announced. Great Britain has Captain Wyatt

on the Lights Committee, and Admiral Narves on the Sound Signals Committee. The Conference discussed the rules of the road, continuing the subject of lights, and then took the first vote on any proposition before it, unanimously passing the following:—Resolved that it is the sense of the

On the 22nd the Conference discussed sound signals for fogs. A suggestion was made that a signal system should be adopted indicating the course of a vessel in fog.

This could be done by musical signals through three notes—vessels going north sounding the rising scale; south the descending scale; east a single note, followed by the other two sounding together; and west all the notes together, followed by a single low note. Numerous letters on the subject

Mr. Hall, of England, presented replies to the Board of Trade inquiry—Is it practicable and, if so, desirable to introduce some system of course or route indicating sound signals to be made by steamships under way in fog, mist or falling snow when neither can see the other? To th

replies were received from 119 masters and boat owners and societies, who opposed the introduction of any compulsory system of sound-signals; from forty-seven masters and two owners who advocated the adoption of simple signals; and from twenty-eight masters and one seamen's society who

advocated the adoption of a more complete system. The chief reasons given by those who object to the introduction of a system of fog signals are the confusion that would cause in crowded water, the difficulty of locating sounds in fog, the false confidence they would give to the officers

charge of vessels using them, and a considerable degree of skill and experience necessary to prevent the possibility of mistake in the event of any complex system being adopted. The article requires reduced speed in fog was afterwards considered.

Mr. Sievek, of Germany, advocated that in fog vessels should be instructed to go at top speed. Mr. Goodrich, of the United States, thought the safest rule was to go as slowly as was consistent with maintaining storage way. Mr. Hall said he should be sorry to see the present rule abolished. The motion was negatived.

The Conference afterwards proceeded with the additional articles of the rules on the road. It ordered another committee of five delegates to be appointed to consider all the nautical devices and systems presented to the Conference.

ject of the article, which provided that, by the above rules, one of two ships is required to keep out of the way, the other shall keep her course, Mr Hall proposed adding the words 'and speed.' Messrs Sieveking and Goodrich approved this. Mr Hall, for the English delegates, proposed an additional rule in this article providing that when-

company, although the ship was not insured for which shares of a company were issued. The evidence indicates that the collision was caused by the action of one ship alone and that the collision could be avoided, the ship was directed to alter her course and speed should also take

Mr Hall then proposed as an additional article that in the daytime single ships should keep out of the way of three or more warships in order that no ship should break line of squadron, and that at night ships should for mutual safety endeavour

On the 23rd Mr Hall proposed to amend

Article 20, referring to vessels overtaking one another by adding the following words: "Notwithstanding anything contained in any preceding article, every ship, whether sailing or steam ship, overtaking any other ship shall keep out of the way of the overtaken ship. Any ship coming up with any other ship from behind shall keep clear of the same."

ship from any direction more than points staff her beam—i. e., in such position with reference to the vessel that she is overtaking that at night she would be unable to see either of that vessel's side lights—shall be deemed an overtaking ship, and no subsequent alteration of bearing between the two ships shall constitute an overtaking.

two ships shall make the overtaking and crossing ship within the meaning of this regulation, or relieve her of the duty of keeping clear of the overtaken ship until she has finally passed and is clear of her. Any day the overtaking ship cannot always keep with certainty whether she is before or astern of the other ship, she shall give way to the other ship.

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Captain Shackford, of the United States proposed the following amendment referred to right of way:— That it be compulsory for any steamship under way in fog to give a signal ahead or on either side. She shall not proceed until further advised.

One subject proposed for discussion was the exchange of prisoners of war. The Conference concluded by reading the entire two-seven articles proposed by the United States, regulating the rules of the road:

A committee on devices and systems appointed, Admiral Bowden Smith representing England.

Both the *Tribune* and the *New Herald* publish despatches from Washington correspondents regarding the Conference. The correspondent of the former journal says that the delegates to the Conference sit in alphabetical order. This, he adds, brings the representatives

France and Germany together, and noticed that whereas numerous side marks are exchanged between the delegates in the intervals of the discussion, the French and German delegations have not as yet formed that habit. Referring to the general prospect of the lab

of the Conference, the Tribune declares that apparently radical differences exist between the delegates regarding certain matters of detail, and that it is evident that good temper and a spirit of mutual concession are necessary to bring the work to a satisfactory conclusion. The

The *New York Herald* telegraph reports that some of the foreign delegates are beginning to show uneasiness regarding the manner in which the proceedings are transacted, and declare that the disposition of the leaders is to make the Conference rather one of lawyers, where words are split and abused, than a

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Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON.
ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through bills of lading for HAVANA, PEKING, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

REPAIRS ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KAISAR-I-HIND, Capt. G. W. ATKINSON, with Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, 4th December, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing. Passengers and parcels for Europe will be transhipped at Colombo; Pass and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 21, 1889. 2204

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOUGAGE.

N.B.—Cargo can be taken on through bills of lading for the principal places in RUSSIA.

ON SUNDAY, the 22nd day of December, 1889, at 10 a.m., the Company's Steamship PRINCESS, Capt. O. FOLKE, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port for the above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 3 p.m. on the 21st December. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELBOERS & Co., Agents.

Hongkong, November 23, 1889. 2219

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS.

AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched from San Francisco, via Yokohama, on SATURDAY, the 28th December, at 1 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco ... \$225.00 To San Francisco and return ... 393.75 available for 6 months ... 325.00 To Liverpool ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th December.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, November 16, 1889. 2104

BACK VOLUMES OF THE

'CHINA REVIEW' may be had by applying at

THIS OFFICE.

Hongkong, November 23, 1889. 2218

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH TO YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transshipment to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domacra, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco ... \$225.00 To San Francisco and return ... 393.75 available for 6 months ... 325.00 To Liverpool ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, November 14, 1889. 2162

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 11th December, 1889, at Noon, the Company's S.S. DUMENIL, Commandant, BONNET, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 10th December, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, November 23, 1889. 2252

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS.

THE British Steamship PARTHA, 3,127 Tons Register, WALLACE, Commander, will be despatched for VAN COUVER, B.C., and KORE and YOKOHAMA, on SATURDAY, the 14th December, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To Vancouver or Victoria (Mex.) \$210.00 To Montreal, New York, &c. 200.00 To Liverpool ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th December.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, November 16, 1889. 2104

BACK VOLUMES OF THE

'CHINA REVIEW' may be had by applying at

THIS OFFICE.

Hongkong, November 23, 1889. 2218

Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Leaving.
Breman & Ports of Call	Freussen (a)	Norddeutscher Lloyd	Dec. 22, at 10 a.m.
Holhow and Bangkok	Kong Boon (a)	Yuen Fat Hong	Dec. 2, daylight.
London & Ports of Call	Kasari-Hind (a)	P. & O. S. N. Co.	Dec. 4, at noon.
London	Oopsek (a)	Arnhold, Karberg & Co.	December 5.
London, v. Suez Canal	Ulysses (a)	Butterfield & Swire	December 3.
London, v. Suez Canal	Telmahua (a)	Butterfield & Swire	December 4.
London, v. Suez Canal	Arabic (a)	Butterfield & Swire	December 10.
Manille	Diamond (a)	Messageries Maritimes	Dec. 11, at noon.
N'aki, Kobe & Yama	Dunbighshire (a)	Adamson, Bell & Co.	December 4.
New York	San Witch	Russell & Co.	Quick dispatch.
New York	B. P. Chaney	Russell & Co.	Quick dispatch.
Port Darwin, &c.	Changsha (a)	Butterfield & Swire	Dec. 5, at 4 p.m.
S. Francisco, v. Japan	City of Peking (a)	P. & O. S. N. Co.	Dec. 10, at 1 p.m.
S. Francisco, v. Japan	Oceanic (a)	P. & O. S. N. Co.	Dec. 14, at noon.
Shanghai	Canton (a)	Jardine, Matheson & Co.	Nov. 30, at 5 p.m.
Shanghai	Prouson (a)	Norddeutscher Lloyd	Quick dispatch.
Shanghai	Jason (a)	Butterfield & Swire	December 2.
Shanghai	Douglas (a)	Butterfield & Swire	December 3.
Shanghai, via Amoy	Anton (a)	Butterfield & Swire	Nov. 30, daylight.
Shanghai, Kobe & Yama	Kaisar (a)	Arnhold, Karberg & Co.	About Dec. 5.
Shanghai, Kobe & Yama	Saghalien (a)	Messageries Maritimes	About Dec. 5.
Spore, Penang & B'way	Biagno (a)	Carlowitz & Co.	Dec. 5, at noon.
Spore, Penang & B'way	Wingang (a)	Jardine, Matheson & Co.	Nov. 30, at noon.
Strals and Bombay	Gwahor (a)	P. & O. S. N. Co.	Dec. 7, at noon.
Steyr, Amoy & Fuzhou	Haihung (a)	Douglas Laprak & Co.	Dec. 1, daylight.
Vancouver (B.C.)	Parthia (a)	Adamson, Bell & Co.	At noon.
Yama, Kobe & N'aki	General Warden (a)	Norddeutscher Lloyd	About Nov. 30.
Yama, v. N'aki & Kobe	Ancona (a)	P. & O. S. N. Co.	Dec. 4, daylight.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NOITON & Co., Agents.

Hongkong, July 16, 1887. 1340

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Underwritten having been appointed Agents for the above Company, are prepared to Accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 4, 1889. 2113

Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELEBRATED BINOCULARS AND TELESCOPES.

RUBBER'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & LARVA CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christie & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND JEWELLERY.

A Splendid Collection of the Latest London PATENT, at very moderate prices. 742

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

1.—The Hongkong Telegraph.

2.—Cantile, Dr. J., Manson, Dr. P.; Hartigan, Dr. W.

3.—Cantile, Dr. J., Residence.

4.—Veron, J. Y. V.

5.—The China & Japan Telephone Co., Ltd.

6.—Poon, Dr. W.

7.—Poon, Dr. W.

8.—Arnhold, Karberg & Co.

9.—The Hongkong & Shanghai Banking Corporation.

10.—Chater & Vernon.

11.—Peak Hotel & Trading Co., Queen's Road Central.

12.—Daily Press.

13.—Russell & Co.

14.—K. E. & A. China Telegraph Co., Ltd.

15.—Central Police Station.

16.—Watson, A. S., & Co.

17.—Douglas Laprak & Co.

18.—Butterfield & Swire.

19.—P. & O. S. N. Co.

20.—Hongkong & Whampoa Dock Co., Ltd.

21.—Crutchebank, W.

22.—China Mail.

23.—Jordan, Dr. G. P.

24.—The Hongkong & China Gas Co., Ltd.

25.—H.K. & Whampoa Dock, Aberdeen.

26.—Alice Memorial Hospital.

27.—Holliday, W. & Co.

28.—Holliday, J. F.

29.—Peak Hotel.

30.—Peak Hotel & Trading Co., Crutchebank Mill.

31.—Gibb, Livingston & Co.

32.—Hongkong Hotel, Public Telephone.

33.—Hancock, W. St. John H., & Co.

34.—Crutchebank, W., Victoria Dispensary.

35.—Brodie, W., Residence.

36.—Ah Yon & Co.

37.—Linsell & Davis.

38.—Foster, F. T. P.

39.—The Borneo Company, Limited.

40.—Linsell, B. & Co.

41.—Linsell, B. & Co.

42.—Linsell, B. & Co.

43.—Jordan, Dr. G. P., Residence.

44.—Government House.

45.—Hughes & Egan.

46.—Belilos & Co.

47.—Belilos, E. R., King's College.

48.—Belilos, E. R., Peak.

49.—Carlowitz & Co.

50.—Imports & Exports Office.

51.—Morris & Ray.

52.—Layton, B., Residence.

53.—Judd, W.

54.—Webster, J. F.

55.—Bartigan, Dr. W.

56.—Victoria Hotel, Public Telephone.

57.—Soy Shing.

58.—Dakin Bros. of China, Ltd.

59.—Stevens, Geo. R., & Co.

60.—Stevens, Geo. R., Residence.

61.—Stevens, Geo. R., Residence.

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